

will require a lot of expense. But I see the Executive Engineer now expresses concurrence in your view that vent-ways are not wide enough. The Chief Engineer has therefore ordered a re-examination of the matter and the preparation of an estimate in order to see whether the cost will be moderate.

6. The question of constructing a *satram* at or near the railway station at Shencotta has already been taken up and the matter is under correspondence with the local officers.

7. With regard to your representation relating to the difficulties experienced in collecting green-leaf manure, I have already dealt with the matter on Saturday last and would refer you to that answer.

8. Your next point is the abolition of the cess on head-loads of fuel removed from forests. The cess is a very trifling matter—it is only nine pies; and the free exploitation of our reserves without some sort of check or restraint militates against the proper conservation of forests, and I am afraid I cannot modify the arrangement obtaining at present.

9. In the matter of grazing grounds, it seems to me that what you want is that the grazing grounds should be brought to your door and that you will not drive your cattle to the grazing grounds. If you will take a little trouble and some extra fatigue, I do not think there is any very great hardship at present.

10. The proper working of the Tank Restoration Scheme is already engaging the attention of the department concerned.

11. The creation of Irrigation Boards has been dealt with on previous occasions, and I have nothing to add to what has been said in the past.

12. The question of the opening of English Middle Schools at convenient centres will be considered.

13. All that I can say about the opening of Agricultural farms is that the Government are not convinced that the unlimited increase of agricultural experimental farms helps as much as demonstrations to the farmers who want to advance themselves and who want to see experiments for themselves. The best thing is for the farmers to carry on the experiments themselves with the help and advice, which will always be given, of the officers of the Agricultural Department.

14. Your last point relates to the separation of the Shencotta taluk from the Pattanapuram *cum* Shencotta constituency for the Legislative Council. Of course, we all think that a particular tract in which we live is the most important of all, but relatively Shencotta is not of very great importance. In the matter of voting strength, it ranks 27th in a list of 30; in the matter of area, it ranks low; in the matter of revenue as well, it ranks low. Therefore, I do not think it is necessary to treat Shencotta as a separate constituency in itself. The results of the two elections show that your taluk has no ground for complaint.

114 Needs of the Shencotta town.

MR. S. A. HARIHARAKRISHNA AIYAR (*Member, Municipal Council, Shencotta*) said that the inaccuracies in the records of the last survey and settlement, particularly those relating to the minor circuit areas in the Shencotta taluk, were repeatedly brought to the notice of the Government with little avail. The inaccuracies in the survey records in respect of the Shencotta town were similarly brought to the notice of the Government through resolutions of the Town Improvement Committee when it was constituted; and as early as 1915 Government had ordered a re-survey of the town by the Survey Department. Nothing was however done in pursuance of that order. If a re-survey of the whole town could not be ordered, at least a re-survey of streets, lanes and roads should be ordered at once.

The roads in the town were subject to constant scoring by water during the monsoons, and unless drains were constructed on both the sides of the roads, it would not be possible to keep them in a good condition. The Quilon-Shencotta road which cut across the town was much below the level of the houses on either side and the water

from the houses also covered the whole road for want of suitable drains. Construction of drains from the arch at the eastern end of the town to the 59th mile of Quilon-Shencotta road would remove the difficulty.

The necessity for a supply channel from the Shencotta *kulam* to the Perumalkulam tank had ceased to exist as the Government had ordered the filling up of the Perumalkulam tank. The channel was also a source of nuisance being in the heart of the town. It should therefore be filled up as early as possible.

The Suppanchetti bridge across the Hariharanadi and the Kunder bridge across the Kunder were very old and in a dilapidated condition. The bridges were also very narrow. On account of the constant traffic over them and the frequent breaches near the Suppanchetti bridge, it was highly necessary to construct a new bridge of one or two spans in its place. The Kunder bridge also should be reconstructed.

There were many unprotected drains crossing the roads in the town, and during the rains, the drains overflowed causing much inconvenience. Small culverts should be provided to keep the road fit for traffic during the rains also.

Shencotta was subject to severe drought during the summer months. The local Municipality was storing water in the Shencotta *kulam*. The Municipal Council had now passed a resolution and requested the Government to issue orders to the Public Works Department to make it possible for the Municipality to store as much water as possible in that tank.

The Shencotta Municipal Council had no decent building or suitable building site. If the Government would grant 50 cents of land from the extensive premises of the Shencotta Taluk Cutcherry, the Municipal Council could have a house of its own.

Shencotta was afflicted by scarcity of good drinking water and, mostly on that account, was subject to epidemics during the hot weather. The matter was placed before the Government more than once, and, recently, the Municipal Council had also passed a resolution requesting the Government to investigate the feasibility of supplying water to the town from the source of the Kunder river. The Member requested that the suggestion might be considered and carried out as early as possible.

The railway station at Shencotta was two miles away from the town and the passengers alighting there, particularly during night, found it difficult and even dangerous to reach the town. A *satram* near the railway station was an indispensable necessity and the construction of it should be taken up by the Government at the earliest opportunity.

The lands commanded by the Perumalkulam tank should be acquired without delay.

There was no good drinking water anywhere near the Shencotta English High School. A well in the school premises was an imperative need and the sinking of it could not be postponed on any account.

DEWAN'S REPLY: Mr. Hariharakrishna Aiyar, with regard to re-survey of the minor circuit area of the town and a survey of the streets, you had represented this matter on previous occasions, and you were then informed that a re-survey is a very expensive matter. However, as you press the matter again, I will have it re-examined.

2. Then you want drains to be constructed on either side of the road from the arch to the 59th mile-stone. Your people seem to have made it an established practice to cover up the drains by building steps over them. However, money has been allotted for this purpose and the Chief Engineer will put the work in hand.

3. Your next point is about the filling up of the surplus channel from the Shencotta *kulam* to the Perumalkulam. This requires careful examination and the Chief Engineer will examine the matter.

4. In the matter of the construction of bridges over the Kunder and the Hariharanadi, I will refer you to what I have already said a little while ago in reply to Mr. Adivaraha Aiyar.

5. You urge the construction of culverts over all the drains wherever they cross the roads or important lanes. I am given to understand that there is already an adequacy of culverts. If you want any more, I would suggest your going to your Municipality, pointing out to them their responsibility in the matter. This is a duty that devolves on the Municipality and, if unaided they are unable to do it, they might ask for the help of the Government.

6. You then deal with the storage of water in the Shencotta *kulam* during the summer months. This subject too has been moved previously and you were informed that the sinking of wells is a difficult matter ; we will now try deep borings.

7. You ask for the grant of 50 cents of land out of the Taluk Cutcherry premises for the construction of the Municipal office building. As you are aware, the Government have already promised this land to the Municipality if they accept certain conditions which have been laid down. The Government are waiting to see whether these conditions will be accepted.

8. The question of water-supply in Shencotta is beset with great difficulties as the form of the surrounding country is such that it is difficult to bring down water. You suggest a reservoir. I think you will do well if you lay your suggestions before your Municipality for acceptance.

9. I have already referred to the construction of a *satram* near the railway station ; I think you have listened to the reply that I gave.

10. In the matter of the acquisition of lands near the Perumalkulam which you refer to, this has already been ordered and the Peishkar reports that action is being taken to carry out this order.

11. In the matter of sinking a well in the English school premises, I have heard nothing as yet from the Director of Public Instruction, and I must wait for his report before I give you a reply.

115. Needs of the Shencotta taluk.

MR. S. A. HARIHARAKRISHNA AIYAR (*Member, Municipal Council, Shencotta*) said that the Tank Restoration Scheme was not properly worked out. For the better working of the scheme the officers should hold conferences with the ryots, and to achieve this object, a programme of the work to be carried out should be published by the Public Works Department.

The immediate necessity for constructing bridges across the Hanumannadi at Aykudi and the river in Samburvadakarai was then pressed on the attention of the Government. The existing causeways were badly damaged by the floods and had not yet been repaired.

The road from Aykudi to Nainagaram was in a very bad condition. The amount sanctioned for the repair of the road was inadequate. The traffic along the road was also somewhat heavy. If the road was properly maintained, the economic condition of the villages of Klankad, Aykudi, etc., would improve. The want of a culvert on the road across the Urmeniazhakiyan *kal* at Balamartandapuram was keenly felt.

The maintenance grants to the Palace road in Shencotta and the road from Puliara to Tekkumedu should be enhanced.

The village road branching from the West Car Street of Klankad should be kept in a good condition to avoid the suffering of the passengers during the rains. A lump sum provision should be made for this purpose.

There were only a few miles of metalled road in the Shencotta taluk and sufficient funds were not provided for properly maintaining village roads. The Shencotta-Samburvadakarai road was in a bad condition, particularly the section of the road to the West of Elathur. The Kampili *kal* overflowed its banks in the rains and consequently the bund adjoining the anicut on the *kal* was badly damaged by floods entailing large expenditure for its repair. A masonry protection would secure it against the recurrence of similar breaches.

In the interests of the ryots of Shencotta, the fish produce in the irrigation tanks should be leased out permanently to a body of ryots themselves.